

The Hongkong Telegraph

(ESTABLISHED 1881.)

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WEATHER FORECAST

RAIN

Barometer 29.75

May 19, 1914. Temperature 6 a.m. 81, 2 p.m. 87
Humidity 83 70

May 19, 1913. Temperature 6 a.m. 73 p.m. 78
Humidity 72 84

2800 號伍貳月四年寅甲

TUESDAY, MAY 19, 1914.

二拜禮 號九十月伍英曆

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\$36 PER ANNUM

TELEGRAMS.

MEXICAN UNREST.

REBELS' ASTOUNDING ACTS.

[Reuter's Service To "The Telegraph."]

London, Received May 19.

American advisers report disagreeable incidents at Tampico, where the rebels are behaving with great arrogance. They ordered a Dutch war vessel to leave the river, refused to allow 140 refugees to board the German steamer Ypiranga until the Consul actively intervened, and demanded large contributions from British and German residents towards a forced loan.

General Huerta reports that the retreating rebels have blown up an inter-oceanic railway bridge 68 feet long in the vicinity of Vera Cruz.

Huerta Conciliatory.

Later:

Reuter's correspondent at Washington states that it is understood that President Huerta has authorised the Mexican mediators to submit his resignation if necessary to secure a settlement.

NEW SOUTH WALES LOAN.

London, Received May 19.

The New South Wales 4 per cent. Loan of three millions sterling has been issued at 99.

SELANGOR RUBBER CO.

Sir F. Swettenham's Views
on Combination.

The annual general meeting of shareholders of the Selangor Rubber Company, Limited, was held on Thursday, April 9, at Glasgow, Sir F. A. Swettenham, G.C.M.G., the chairman of the company, presiding.

The Chairman said: "Gentlemen, with your permission, I shall take the directors' report and statement of accounts as read. The accounts are, I think, as plain as they can be made, for, as you know, the dividends received, £1,270 5s. 2d., come from our 2,346 shares in the Sungai Way Company, which was all the last year to give the excellent return of 60 per cent. to its shareholders. The following facts stand out: the home charges are low and moderate, while the freight and London sale charges are excessive, amounting to nearly 8 per cent. of the gross proceeds of the sale of the year's rubber production. Again, while the commission, at 3 per cent., on the net proceeds of 557,720 lbs. of rubber sold was only £337 5s. 4d., the export duty paid to the Government of the Malay States was £1,657 15s. 11d., which is equal to 5½ per cent. on the company's capital. I hope and believe the shareholders appreciate these interesting facts at their true value, for while it is common knowledge that the commission on sales is usually charged at three times the rate paid by this company, it is quite possible that rate is paid, not as here on the net price, but on the gross price of the rubber sold. Last year I went into a good deal of detail in regard to the affairs of this undertaking, and I am anxious not to weary you by repetitions, even though they would all go to prove the past success, the satisfactory position, and the favourable prospects of the company."

TELEGRAMS.

THE EPIROTES.

CONFESSIONS BY ALBANIA.

[Reuter's Service To "The Telegraph."]

London, Received May 19.

The Albanian Government has made extensive concessions to the Epirotes regarding the formation of its own Gendarmerie, language, education, and the appointment of Christian Governors with locally elected Administrative Councils, all under the guarantee of the Powers.

JEWISH DIRECTORS.

RUSSIAN RESTRICTIONS RESENTED.

London, Received May 19.

A message from St. Petersburg states that an important Congress of representatives of Russian commerce and industry has passed a resolution protesting against the new restrictions imposed on Companies having Jews as Directors.

There were heavy falls and almost a panic on the Russian Bourses last week as a result of these restrictions. If necessary, the Czar will be petitioned on the matter.

The Fall in Price.

Since then many things have happened, the most important of which is the fall in the price of our product from over 4s. a lb. to less than half that figure. I speak, of course, of the average price, and you must always bear in mind that the average of the whole product is a good deal less than the price obtained for the best quality of any company's rubber. That fall occurred extremely quickly, in the course of a few months, and it led to something nearly approaching a panic. As in all panics, a number of people, without sufficient thought, or perhaps knowledge, came forward with various panaceas to deal with the case. Most of those proposals assumed that all producers of plantation rubber would be ready to combine to do something which was to restore the price of rubber to its former level, or, at any rate, to raise it to a figure much better than 2s. a lb. We know that doctors differ, and that applies equally when the patient is a sick industry, and the medicine-man, either an amateur or an expert, in this case the experts differed, as was to be expected, but while all were prepared to give a pious adherence to the principle of combination, I have not yet heard of a considered and detailed scheme which could claim the unqualified support of a dozen important producers. I do not think I have ever seen the draft of a working scheme, and I believe there are over 500 rubber companies in the Near East alone. Personally, I am strongly in favour of combination, if it can be secured, but I have no difficulty in understanding the shyness of the sheep to enter the fold, even supposing the fold is there, with the clearest dog to drive them. If all those interested were rubber growers and shareholders only, it would be difficult, but if you take count of the many other interests, merchants, brokers, shippers, dealers, amongst whom there must be a cutting interest, you will see how difficult it is to arrive at real combination.

Economy in Production.

That is why I tried, when I had the opportunity, to preach and as far as I was allowed

TELEGRAMS.

COLUMBIAN'S SURVIVORS.

THEIR S'D PLIGHT.

[Reuter's Service To "The Telegraph."]

London, Received May 18.

The Seneca, engaged in ice patrol duty, picked up the survivors of the a.s. Columbian 40 miles south-west of Sable Island on Sunday morning, in a state of complete mental and physical exhaustion.

Eating Boot leather.

London, Received May 18.

Reuter's correspondent at Boston states that the Columbian's survivors when rescued were eating biscuit-crumbs and boot-leather and drinking rain water. They saw three steamers the first two days after the disaster, but none since. They experienced much rain. All are now doing well.

Conveyed to Hospital.

Reuter's correspondent at Halifax states that the Seneca has arrived there with the Columbian's survivors, who have been conveyed to Hospital.

The Seneca on sighting the boat saw that something was wrong: two of the occupants were feebly rowing, and the other two were lying in the bottom of the boat extremely weak.

to practice economy in production. Every company can do that for itself if it chooses, and the proof of it is found in the recent reports of Malayan rubber companies. Great economies have already been made, which show how large was the room for them, and I am certain that further considerable economies will yet be made without any loss in efficiency, but rather the reverse. Our costs of production, especially in tapping and weeding, have been moderate for some time, but you will be gratified to see that the all-in cost for 1913, namely, 1s. 1.88d., is nearly 3d. per lb. lower than it was in 1912. The estimated yield was 590,000 lbs., and it was very nearly obtained. How good the actual figures are you will understand when I tell you that the 523,243 lbs. obtained in 1912 came from 1,558 acres in bearing, while the average acreage tapped was 1,412 acres and the yield per acre 368 lbs. In 1913 the acreage in bearing was the same, but the average acreage tapped was 1,536 acres, yielding 363 lbs. per acre. For the current year the crop is estimated at 550,000 lbs. and for the first three months we have obtained 105,359 lbs., which is a good deal more than a quarter of the estimate, but for the second quarter, when the trees are wintering, the yield will almost certainly be less. At the end of 1911 we had 2,257 acres planted, and we intended to make a small extension this year, but from advice received since the directors' report was published we find the manager and the visiting agent are agreed that it would be better to postpone this work. I believe that is a wise decision, for one of the earlier clearings is on difficult ground, which wants special drainage and, until that has been done, we can well afford to wait. Our present planted area stands to our credit at £13 10s. an acre, though it has actually cost us about £36 an acre, the difference having been paid from profits and premium on share issues. I regret to inform you that we have recently heard that a fire has destroyed our smokehouse, with about 20,000 lbs. of rubber. The building and the rubber are covered by insurance, and the new smokehouse should be erected in three or four months.

TELEGRAMS.

THE RAILWAYMEN.

NEW DEMANDS.

[Reuter's Service To "The Telegraph."]

London, Received May 18.

The National Union of Railwaymen have adopted a new programme of a 48 hours' week, and an immediate increase of 5s. per week to every grade.

Mr. J. H. Thomas, M.P., General Secretary of the Union, in announcing the decision, added that there must also be absolute and complete recognition of the Union, but said a strike would be the last resort.

MR ASQUITH.

VISITS ALDERSHOT.

London, Received May 18.

Mr. Asquith spent the week-end at Aldershot, this being his first visit as Secretary of State for War.

New Power Plant.

Hitherto our factory has been worked by a 100 h.p. National gas engine and a Blackstone 48 h.p. auxiliary, but the latter has given so much trouble that we have been obliged to replace it and are sending out a 10 h.p. Hornsby. We hope these two large engines will supply all we need in the way of power. Mr. Bennett, our manager, will be coming home on leave shortly, and as his agreement expires this month, you will be glad to hear that we have made a new contract with him to continue his services to this company for a further term of 2½ years from the date of his return to duty in the East. The 1912 rubber was sold at an average net price of 4s. 1.94d., while last year's produce realised 2s. 9.68d. gross and 2s. 7.58d. net—that is 1s. 6.38d. lower. Even at this price we made a profit of £50,202 13s. 6d., and with the carry forward have a divisible surplus of £51,808 6s. 11d., from which we have already paid three interim dividends, absorbing £26,250.

Development Reserve.

After setting aside £1,340 6s. 10d. for income-tax, we propose, with your approval, to place £5,500 to reserve for development purposes, to set aside £1,500 for depreciation, against £1,000 devoted to that purpose last year, to pay a final dividend of 1s. per share, making 13½ per cent. for the year, and to carry forward £23,308 6s. 11d., subject to the commission you were good enough to vote to the board and to bonuses for the Eastern staff. The only forward contract we have at present is one for nine tons of first latex at 2s. 8d. per lb., to be delivered one ton a month from April to December of the current year. At the moment the market price of first latex is about 2s. 8d. per lb., and, though this is a satisfactory price, you will understand that if we continue to pay quarterly dividends, as I hope we may, they will be on a moderate basis. As you know the quantity of rubber we expect to produce and the probable cost of production—which I trust will not exceed 1s. a lb.—you can calculate fairly

TELEGRAMS.

OBITUARY.

ADMIRAL SIR C.C. DRURY.

[Reuter's Service To "The Telegraph."]

London, Received May 18.

The death is announced of Admiral Sir Charles Carter Drury, G.C.B., G.C.V.O.

[The deceased Admiral was born at New Brunswick, Canada, in 1846, and he entered the Navy in 1859. From 1885 to 1888 he was Naval Adviser to the Inspector General of Fortifications; and later he was in turn Senior Officer at Gibraltar, Commander-in-Chief on the East Indies Station, the Nile and the Mediterranean. From 1903 to 1908 he was 2nd Sea Lord of the Admiralty. He retired in 1911.]

the probable earnings of the current year, provided the market price of rubber continues at or near the present figure. I now move that the directors' report and accounts as presented be approved; that a final dividend of 1s. per share, less income tax, be paid on account of the year 1913, making a total distribution of 13½ per cent. for the year; that out of last year's profits the sum of £5,500 be placed to reserve account to be employed in the first instance on estate capital requirements; that a sum of £1,500 be allowed for depreciation on buildings, machinery and plant; and that the balance of £23,308 6s. 11d. be carried forward to the present year.

This was seconded by Mr. A. B. Paterson and unanimously agreed to.

The Chairman moved, and Mr. Christie seconded, the re-election of Mr. A. B. Paterson as a director, and this was unanimously agreed to. Messrs. Kerr, Andersons and MacLeod, C. A., were re-elected auditors at a fee of 50 guineas and a vote of thanks to the chairman closed the proceedings.

A POLITICAL GARDEN PARTY.

After the revision of the Provisional Constitution the members of the Conference decided to suspend the session of the Conference for one week for a rest. On Monday the members had a garden party in the Botanical Garden. Tiffin was served at 12 o'clock to the members in Tsan-kuan-lou. At the table, Mr. Sun Yu-yun, Chairman of the Conference spoke as follows:—

"The Provisional Constitution is an epoch-making institution. Owing to the fact that the original Provisional Constitution crippled the executive in every way and left it no latitude to exercise its authority, the Government was compelled to remain inactive without making any effort to improve the condition of the country. Thus a good deal of valuable time was wasted and unnoticed the state of affairs grew from bad to worse. If such state of affairs were allowed to continue no one can tell what will be the destiny of the nation. By revision of the Provisional Constitution all the stumbling blocks have been entirely swept away and the foundation of the country is thus strengthened. The great power will no longer be wielded by many hands and the responsibility will be upon a single person. The President has tried with might and main to maintain the critical situation. He has hitherto succeeded in piloting the ship of state out of the stormy and boisterous

TELEGRAMS.

PENNY POSTAGE.

NOT APPROVED.

[Reuter's Service To "The Telegraph."]

London, Received May 18.

The Standard says that a majority of the nations have decided on a minimum international letter postage of 1½d. instead of 2½d. from January, 1915, though Australia and other countries vigorously advocate a penny postage.

It is regarded as certain that the international Conference in September will confirm the postage rate of 1½d.

Great Britain was one of the opponents of the proposal for reduction to a penny.

sea, needless to say that he will land us at a place of safety, as the sea has become calm and the wind is now fair. Of late the President has deliberated the plans for military and financial administration, as soon as they are put into practice we shall be able to see the advantages derived from them. We, the members of the Conference in making such laws aim at the faithful discharge of our duties and the love of our country. As to the criticism which is being made against us by the public we shall take no notice."—Peking Gazette

Mr. Hsu Shih-chang's Financial Policy.

After Mr. Hsu Shih-chang's appointment as Chief Secretary of State the Minister of Finance interviewed him and asked for his instructions regarding the new measures for financial administration. In reply Mr. Hsu said that he rather favoured the following policies:—

(1) To use the budget of the third year of Hsuan Tung of the late dynasty. (2) To improve the old system of taxation and introduce new taxes. (3) To devise a strict accounting system. (4) To carry out a uniform system of government treasury. (5) To fix a certain standard and unify the system of currency notes. (6) To devise means to reduce the government expenditure and increase the proceeds of the national revenue. (7) Throughout the whole country the government coins and currency notes issued by the government banks shall be recognised as the legal tender.—Peking Gazette.

Lumber Export from Quebec.

The Provincial Government of Quebec will prohibit the exportation of lumber to foreign countries by corporations which have been granted timber limits as subsidies. Timber cut on such lands must be manufactured in Canada into pulp, paper, deals, boards, or other articles of merchandise of which timber is the raw material. Timber squared into ties will be considered manufactured, but roughly-trimmed lumber is not covered by the prohibition.

TELEGRAMS.

NEWS FOR BUSY MEN.

CONDENSED.

Admiral Charles Sir Carter Drury is dead.

The survivors of the a.s. Columbian have arrived at Halifax and been admitted to hospital.

A New South Wales 4 Per Cent. Loan of three millions has been issued at 99.

Mr. Asquith is visiting Aldershot for the first time as Secretary of State for War.

The new programme of the National Union of Railwaymen is outlined in a telegram to-day.

The Albanian Government has made extensive concessions to the Epirotes.

It is reported that the majority of nations have decided in favour of a minimum international letter postage of 1½d.

Disagreeable incidents are reported from Tampico, the rebels behaving with great arrogance to foreigners.

The retreating rebels have blown up an inter-oceanic railway bridge 168 feet long in the vicinity of Vera Cruz.

When rescued the survivors of the a.s. Columbian were eating biscuit-crumbs and boot-leather and drinking rain water.

Representatives of Russian commerce and industry have protested against new restrictions imposed on Companies having Jews as Directors.

It is understood that President Huerta has authorised the Mexican mediators to submit his resignation if necessary to secure a settlement.

The Peking Government has already remitted seven million dollars for the redemption of Canton's notes, and ten million more will be remitted.

NEWS.

The troopship Hardings arrived this morning with troops for the north.

General news and an article dealing with the new cabinet appear on page 3.

Log book appears on page 6 and "Our Contemporaries" on page 2 of this issue.

It is stated that the Government has practically resolved to provide a hospital for Kowloon.

The death took place this morning of Mr. Edward Henry Jacobs of the Standard Oil Company.

DON'T FORGET.

TO-DAY.

Bijou Theatre 9.15 p.m.
Victoria Theatre 9.00 p.m.
Hippodrome Circus—Causeway Bay—9.15 p.m.

TO-MORROW.

Bijou Theatre 9.15 p.m.
Victoria Theatre 9.00 p.m.
Hippodrome Circus—Causeway Bay—4 p.m. and 9.15 p.m.
Annual meeting of Shareholders, Union Church—5.45 p.m.
H. K. F. A. General Meeting 6.15 p.m.

Tuesday May 26.
Crown Land Sale, P.W.D.—3 p.m.

Wednesday May 27.
Peak Tramways Co., Ltd., meeting—noon.

Thursday May 28.
Star Ferry Co. Ltd. Meeting of Shareholders—12.30.

Friday May 29.
Dragon Boat Festival.
Pan Hing Hotel Co. Ltd. Extraordinary General Meeting—2 p.m.

Notices

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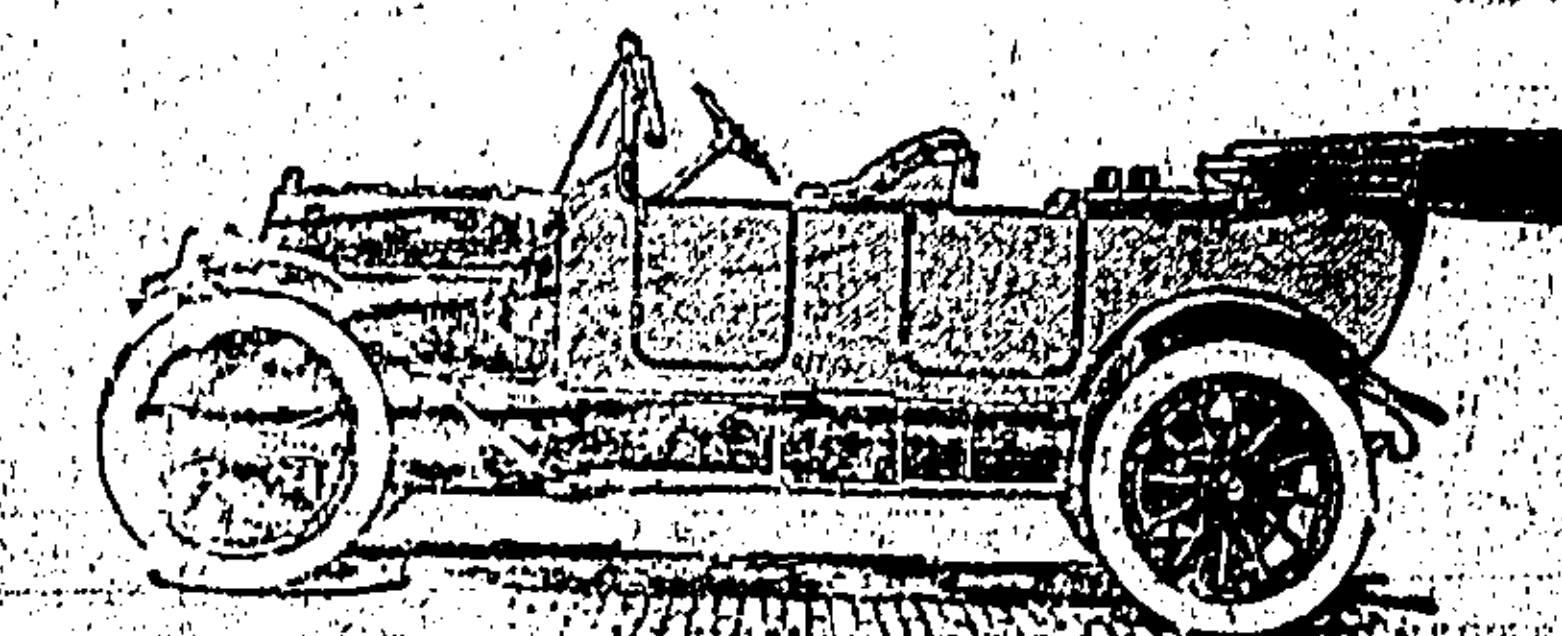
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OUR CONTEMPORARIES.

South China Morning Post.

Salt Reforms and Foreign Loans.
The Salt Conference which is convened for the beginning of June, and which will consist of salt merchants nominated by the Provincial officials and several Government delegates, marks the first actual expression of the dissatisfaction of the merchants with the salt reforms introduced by Sir Richard Dane. As announced yesterday, in Reuter's Peking service, the general feeling amongst those financiers who are interested in the Quinque Lian is that China's financial position is to-day much stronger than it has been since the revolution and that this is due to the reforms suggested and put into force by Sir Richard Dane, as joint Inspector-General of the Salt Inspectorates. Sir Richard's proposals are that salt be taxed at the place of production and that the price of each 100 catties shall be \$1. and a tax of \$2. shall be levied with the permission of subsequent free sale, but many arguments are brought forward against them. The President has thus a difficult problem to solve.

China Mail.

The desirable speed of Warships. Warship design is subject to the indirect influence of progress in the merchant marine as well as to the more direct effects of the naval advances of other nations; but there may be subsidiary to the changes in the nature and conditions of future naval engagements, which must follow upon the great increase in range and speed of the modern torpedo. The question of suitable speed is also determined sometimes by the circumstances of the moment or the whim of an individual, and is thus beyond the province of the naval architect. But, however much the fighting efficiency may be reduced in the interests of economy, or alternatively however much cost of construction may be increased, a limited number of high-speed well-armed vessels appears to be an absolute necessity. Withal, in fixing the speed of ships-of-the-line, the proposal of Admiral Sir Edmund Fremantle appears to be admirable—namely, "to retain such speed as not to be inferior to that of our possible opponents."

Daily Press.

The Anti-Opium Crusade. We often wonder how much we should hear of this anti-opium crusade in China were the Foreign Missionaries to leave the Chinese to themselves. All these parades, the speechifying and the opium-burning seem to take place under foreign suggestion and guidance. We observe that in the Province of Szechuan the Government has decreed that henceforth anyone under forty years of age found making opium shall be shot, while those over forty will be sentenced to what is called "a term of penal servitude," but what that may mean in China we do not know. Szechuan is another of the Provinces where the poppy is reported to have been uprooted, after a good deal of conflict with the farmers. This report, however, has yet to be confirmed by the special commissioners. Szechuan was a larger grower of opium than any other Province of China, and it would be a miracle indeed if this Province—and not merely the districts in the vicinity of the capital—were found to be free.

Sir Lionel Phillips' Assistant. Mah Misum, who shot Sir Lionel Phillips, has been sentenced at Capetown to fifteen years' hard labour.

Oysters, Fresh, Fried or Stewed. Findon Haddocks, Kippers &c. ALEXANDRA CAFE.

GENERAL NEWS.

Dog Caesar Dead.
Caesar, the late King Edward's favourite dog, died on April 19.

Looping the Loop.
Rising to a height of 4,000 ft in a Morane-Saulnier monoplane on April 12, Mr. Gustav Hamel made twenty-two consecutive loops in the air at Hendon, breaking his record of twenty-one loops at Bournemouth. Five other airmen looped the loop, including Mr. Robert Lorraine, the actor.

Miss Anna Pavlova's Ankle.
The news that Miss Anna Pavlova, the Russian dancer, suffered a painful accident during her performance on the stage of the Odeon, in St. Louis, caused theatrical and operatic folk to speculate as to the amount of insurance the dancer would collect on the policy which insures her limbs and feet for \$200,000. Miss Pavlova's ankle has been badly sprained and she has been compelled to cancel a number of engagements. Miss Pavlova's ankle snapped while she and her partner, M. Hovickoff, were dancing the Valse Caprice.

The Silent "Pro."
A few years ago there was a professional on a certain course north of the Tweed, who was renowned for his silence. His demonstrations were excellent, but his explanations were nowhere. His protegee on one occasion, says the *World of Golf*, seemed in no doubt as to the club he should use for an approach, when the pro said "Niblick." "But," said the learner, "I had a similar approach to this last round and you told me to take the masher." For answer the pro seized the niblick and landed the ball within two feet of the pin. "Niblick," he repeated, throwing down another ball, and adding as an afterthought, "Talking will be the ruin of me yet."

Toll of the Street.
According to a White Paper issued from the Home Office the number of fatal accidents caused by vehicles in streets or public places in the United Kingdom during the year 1913 was 2,009. Non-fatal accidents numbered 44,643. In the Metropolitan Police district there was a total of 18,944 accidents (579 fatal), and in the City 1,227 (seventeen fatal). In the police district the fatal accidents were apportioned out as follows: Motor-Luses, 180; trams, 53; other mechanically propelled vehicles, 186. In the City there were ten deaths from motor-bus accidents.

Body in the Funnel.
A mysterious tragedy has occurred on board the lighter *Dane*, which plies between Glasgow and Paisley. The boat, having been berthed at New Harbour, the crew found considerable difficulty in getting up steam on Sunday morning. However, with a good deal of trouble, and the pressure gradually diminishing, they got the lighter to her destination. It seemed likely that there was some obstruction in the funnel, and one of the men procured a ladder and proceeded to investigate. Paraffin was poured in and set alight, but this, apparently, failed to set matters right. Eventually, with the aid of a board and ropes, the obstruction was removed, and the crew were enabled to discover the body of a man. The body was found identification in the morning, but how it came to be in the funnel is a mystery.

Bishop Gore's Confessions.
"For myself, if I may make an acknowledgment, I would say that I was taught to love saints as long ago as 1870, and I have never felt called upon wholly to renounce a practice which has held me in such a vast weight of content," says Bishop Gore. "I have witnessed almost all of you by refusing to join in the opposition to Disestablishment, whether in Wales or England. I think that Disestablishment is more than anything else, would throw us upon our principles. I doubt whether anything else will do so effectively."

Penang Resident's Death.
The death has taken place of Mr. Ernest Hagan, a member of one of the oldest Penang families, formerly in the Government service but later in business as an agent of the Penang Free Press.

PERSONS OF THE NEW CABINET.

Old Fashions in New Guises.

The system of administration adopted under the new Constitution is much like that in the Manchu reign, and consists for the most part of officials from the old regime. Next to the President stands, not a Premier, but a Secretary of State, whose position is much like that of the head of the former Grand Council. This position is held by Hsu Shih-chang, a Minister in the Grand Council when the Manchu Dynasty went into retirement. As before he was close to the Emperor, so now he is close to the President. In reality he is probably closer to the President than he ever was to the little boy Emperor or to the Empress Dowager. He comes from the same province as Yuan Shih-kai and both are friends of long standing.

The Literary Element.
Hsu Shih-chang's position in a republic is much like that of Vice-President. He represents the literary qualities. Yuan Shih-kai the martial and aggressive. Without some such assistance, the President could not well carry on the government. Ever since Yuan Shih-kai came out of retirement, he has had the valuable aid of that master of style, Liang Shih-yi. Now Hsu Shih-chang is to be chief clerk and issue polished mandates. He has had considerable experience in Peking and also in Manchuria, where he was once Viceroy. Besides being a good Chinese scholar, he represents good nature, and is therefore much needed in the government to-day.

There are two assistant Secretaries of State, one Yang Shih-chai, who is of an old Anhui family, and the other Chien Nun-hsun, from Chekiang province. The former is a brother of the former Viceroy at Tientsin, successor to Yuan Shih-kai. Yang was also for several years head of the telegraph service in Shanghai. He is related to Tang Shao-yi, and as may be regarded as friendly to one section of the Canton faction. He was holding office in Peking, when the dynasty came to an end, and was a supporter of Yuan Shih-kai rather than of the anti-Yuan element in the old Government. He has also been a personal friend of Hsu Shih-chang.

The other assistant, Mr. Chien served under Hsu Shih-chang, when the latter was Viceroy at Mukden. He possesses literary accomplishments, and, what is more, is congenial with these. Love and around him.

Distinct from the Secretaries are the different Boards, just as in the old regime the Ministries were apart from the Grand Council. The chief President is Sun Yat-sen, formerly Governor in Shantung and Minister to France and Germany. He is a Hangchow man and is related by marriage to Prince Ching. He is generally liked by foreigners and is one of the best men to direct foreign affairs. He is in on good terms with the President and the Secretary of State.

Chu Chih-chun is President of the Affairs, and has been elevated from a much smaller post in the old regime.

in the old regime. He is a strong supporter of Yuan Shih-kai. The President of Finance is Ohou Tse-chi, who had all his training in the Foreign Office, accompanied Prince Hsun to Europe and America, and latterly was Tutor in Shantung, his native province. He has no special gifts in managing the finances of this country, but is probably the only one willing to bear the burden.

The Vital Military Question.
The vital post to-day is that of Presidency of the Board of War. This again, goes to an Anhui man, T'uan Chih-jui. He has had considerable military experience, and is looked upon as the best man to direct the disorganised military elements in all the provinces. The real Commander-in-Chief is Yuan Shih-kai, and more depends on him than on any one else. Such Generals as Chang Asun, Feng Kuo-chang and T'uan Chih-kuei, are willing to serve under Yuan Shih-kai, when they might not care to serve under T'uan Chih-jui.

Chang Chien, looked for the Board of Agriculture and Commerce, was a noted scholar in the old days, and was a mild supporter of the revolution. He is a man of energy and enterprise. He is well known in Shanghai and is always full of schemes for developing industries. If he consents to return to Peking, it will be with the intention of working harmoniously with others.

A Doubtful Appointment.
If there is to be any discordant element it will be Liang Shih-yi, who is removed from the Presidential Secretariat, which ceases to exist, and is put in charge of the Shuimwuchu (the Customs). No one can tell whether he will remain satisfied, for he has had control of many important items of business, including the lucrative Board of Communications. No one also can tell whether the President or the Secretary of State can get along without him. The next few months will disclose whether the new arrangement will be satisfactory or not. If China is to have any union it ought to be in the highest government authority, for nowhere else does it seem possible at present. Yet as a whole the Cabinet is undoubtedly composed of able men, on whom reliance may be placed, and as such it is regarded by the best and most thoughtful Chinese.—N.C. Daily News

The English Way.
That very typically English official, Mr. R. S. Sparks, the retired station-master at Epsom Downs, has been interviewed by the *Telegraph*. For more than forty years Mr. Sparks has been a servant of the Brighton line, conscientious, quiet, official. It is characteristic of him that in his fourteen years of office at Epsom he never once saw a Derby. His job was at the station, not on the racetracks, and he stuck to it. "That, after all, is the good English way. Now, if he cares to, Mr. Sparks can see the race and enjoy it."

If you have lost your appetite one of the big variety of county dishes at the ALEXANDRA CAFE is sure to tempt you.

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No. 68 Peak, Mount Kellett. Church Mission Society Bungalow partly furnished. Cheap rent.
No. 6 Cameron Villas, No. 59 Peak to let furnished for one year from 1st May, 1914.

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FOR SALE.

"GLENSHIEL" 124 Barker Road, 5 rooms, close to Tram Station.

Apply to LINSTEAD & DAVIS, 3rd Floor, Alandra Building, Hongkong, 2nd Oct., 1913 [21]

TO LET—"LA HACIENDA E," No. 74, Mount Kellett Road. Apply CHATER & MODY, No. 5, Queen's Road Central.

TO LET—from 1st May, 1914 No. 104a, The Peak, furnished. Apply to S. J. DAVID & Co., Prince's Buildings.

TO LET—From April 1st. The First Floor of No. 25, Des Vaux Road, Central. Suitable for Offices. Rooms can be let separately. Apply—DRAGON CYCLE Co.

SALE OF H.M.S. RENOWN.

This interesting battleship was recently purchased by Messrs. Hughes Bolckow and Co., Ltd., of Battleship Wharf, Blyth, Northumberland, for the sum of £39,000. It will be remembered that it was the *Renown* which was specially fitted out to take the King and Queen to India. She was previously the flag ship of Admiral Sir John Fisher, and at the same time one of the most popular ships in the Navy.

Under these circumstances it will be gratifying to patriotic Englishmen to know that this historical old ship has not been allowed to go abroad to be broken up by foreigners. The *Renown* was built at Pembroke in 1896 and cost some £700,000. She was fitted with four 10-in. guns, also ten 6-in. and other smaller machine guns. Her tonnage is 12,350 tons displacement. She is a steel vessel, but sheathed with teak plank and copper sheathing over it.

"Postage Due" Labels.

The Postmaster General has now notified that on and after April 20 all surcharges on letters, parcels, and other postal packets posted unpaid or underpaid, will be denoted by means of "Postage Due" labels to be affixed to the

TO LET.

TO LET.—From 1st July 1914. In Canton on Shameen Lot 55. The premises now in the occupation of the Bank of Taiwan Ltd. Apply to, DAVID SASSOON & Co. Ltd. Hongkong.

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TO LET.—Four roomed house in Salisbury Avenue, Kowloon. Cheap rental. Shop with Godown attached. Nathan Rd., Kowloon. Kowloon Marine Lot No. 48 with Wharf. Flat in Nathan Rd. Kowloon. Apply to—HUMPHREYS ESTATE & FINANCE CO. LTD. Alexandra Buildings.

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PRICKLY HEAT LOTION. PRICKLY HEAT POWDER.

LOTION

An infallible remedy for irritation of the skin caused by Heat, Freckles, Sunburn, Tan, etc., speedily removed by its use, and a generally healthy tone imparted to the skin.

Large Bottle Cents 75.

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A little dusted on the skin and gently massaged in will speedily cure Prickly Heat, remove Sunburn and the offensive odour due to excessive perspiration.

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CURE FOR

PRICKLY HEAT AND SUNBURN.

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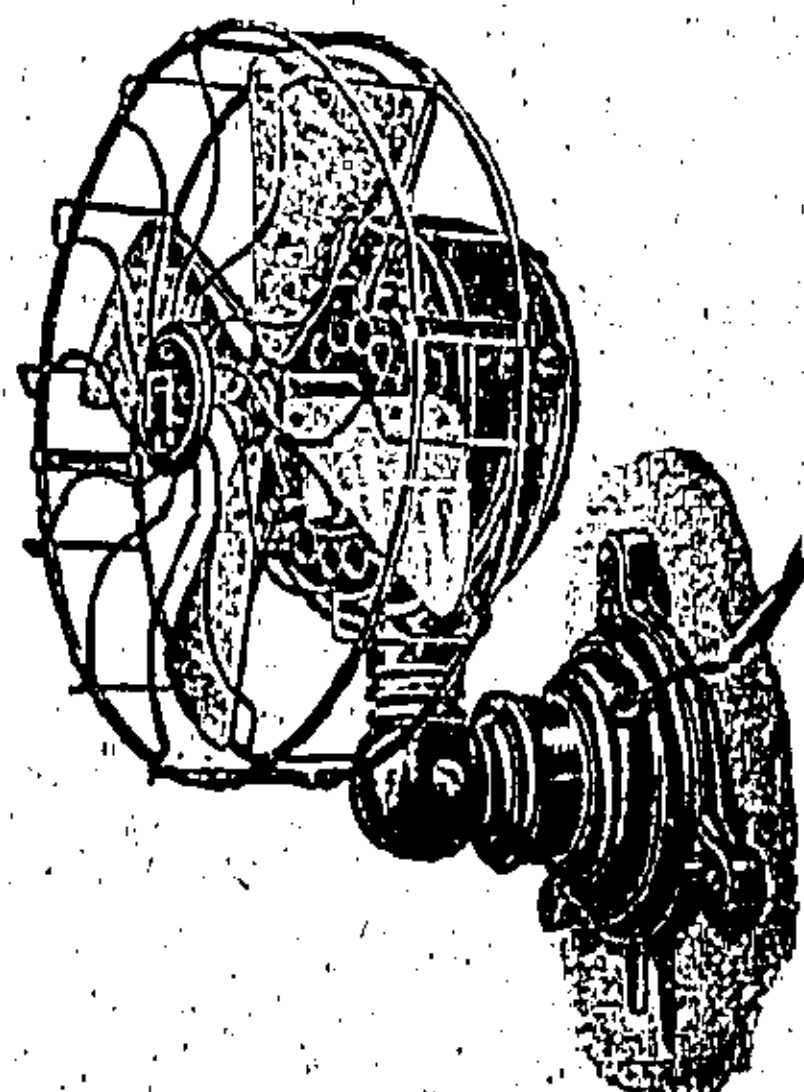
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Hongkong Dispensary & Kowloon Dispensary.

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Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until commanded.

(Payable in Advance.)

By Order, "HONGKONG TELEGRAPH."

DEATH.

JACOBS:—This morning, after a short illness, at his residence, 22, Shauiwan Road, Edward Henry Jacobs, age 42, (of the Standard Oil Company) the beloved husband of Rosina Gidley Jacobs. Deeply Mourning. Funeral cortege will pass the Monument at 5.30 this afternoon.

The object of this paper is to publish correct information, to serve the truth, and print the news without bias or favour.

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The Hongkong Telegraph.

HONGKONG, TUESDAY, MAY 19, 1914.

CHINA'S FINANCIAL OUTLOOK.

Important developments have taken place at Peking during the past week over the financial situation. After long waiting in anticipation of the question being dealt with, it has been announced that China desires the conclusion of the big Currency Loan to remain over for twelve months, being satisfied in the meantime to raise the relatively small amount of seven and a half million sterling for the redemption of short-term loans. That was a significant change in the situation, and until a further view came through which threw some light on the matter, doubts were very naturally raised as to the circumstances which gave rise to it and as to the wisdom of the decision. It is reassuring now to know that general opinion in well-informed quarters in the capital is that China is probably right in not undertaking currency reform immediately.

It is a happy sign that, in the opinion of leading Legations when approached by Reuter's agency, the financial position of China has been "remarkably strengthened" within the past few months. And the cause of it is, to those who have consistently advocated the employment of expert European advisers in the Chinese Government service, even more satisfactory still. The improvement in the finances of the Republic is largely attributed to the work of Sir Richard Dane in connection with the Salt Gabelle. He has certainly been doing magnificent work in the reorganisation of the salt revenues, and that his services are being appreciated seems apparent from the recent report that his salary was likely to be very materially increased. Men of talent, integrity and high character, such as Sir Richard Dane, can be of immense value to China in her present state, and it is much to be hoped that the Chinese will learn a lesson from the past by playing in saving them, in a very real sense, from national bankruptcy.

It is this improved financial outlook which has led the Government to regard a sum of seven and a half million for the redemption of short-term loans as all that is necessary at the present time. But while that may be so, it should not lead to an indefinite postponement of the currency reform problem. This is a very big question, and, in its larger issues, will require careful and discreet handling. The coming year, therefore, should be given over to a sound analysis of the subject and the discovery of adequate ways and means for dealing with it. Such relatively minor points as the redemption of Provincial paper money, however, should be speedily taken up to pave the way for a solution of the wider problem.

The Muzzling Order.

As most dog-owners are probably aware, the new muzzling order is to come into force tomorrow. Already quite a number of the canine tribe have been seen about with their heads enclosed in the wire arrangement. Some which we have seen evidently do not like it a little bit, but we suppose they will become reconciled to it in time. In Shanghai the muzzling order is always in force. For the next few days dog-owners will no doubt have some little trouble with their pets, especially in watching to see that they do not slip out of the house unawares without their muzzles on. The new regulations provide for a fine of \$100 in case a dog is found, but we imagine this heavy penalty will not be imposed where it is shown that the owner had taken all reasonable precautions. At least it is to be hoped not.

The Children's Play Ground.

We referred a day or two ago to the desirability of some much-needed improvements being effected on the children's play-ground at Kowloon and our suggestions were followed up by a correspondent entering a plea for lavatory accommodation on the site. A visit to the ground yesterday showed that it is in a most unkept condition. In fact, it resembles a piece of waste, unattended common, more than anything else. The turf badly needs rolling and the grass cutting; the ground is covered with odds and ends of paper; one of the garden seats is overturned, and there have been dragged about and dumped down anywhere. The whole place presents a wild and disordered appearance. If it is not possible to provide a caretaker for the place, then at any rate some arrangements ought to be made whereby the ground is occasionally attended to and kept in decent order.

The Cruiser Stern.

The *Times* in an engineering supplement published on April 24 has an interesting article on cruiser sterns and their application to merchant vessels. It is a subject in which Hongkong takes some interest because the first large vessels to make the change from the overhanging counter to the cruiser stern were the Canadian Pacific liners *Empress of Russia* and *Empress of Asia* which are doing excellent work between this port and Vancouver. The *Times* discusses, with much fulness and technicality, the reasons for the new counter threatening the supremacy of the overhanging counter, and discovers that its advantages are, the protection it affords to rudder and propellers from dock walls and barges, its comparative stiffness and freedom from vibration, and increased speed. The advantages, it is quite apparent, are with the new counter, and the old stern seems likely to go.

The Advantage All Round.

This is a work-a-day world, and utility comes first; yet one confesses to something like regret that the old stern is likely to be displaced for the reason that, in the matter of appearance, the overhanging counter was far ahead of the cruiser stern. It was, in fact, one of the most beautiful features of a modern liner. The cruiser stern is distinctly stumpy in appearance. One wonders, again, whether the cruiser stern will prove quite so seaworthy as the other. It would appear to a layman that, in the case of a following wave breaking against the stern, spray would be flung on board which formerly would be caught by the spread of the overhanging counter. It may not work out so in practice, however, and, whether or no, it is clear that the advantage all round is with the new stern.

Fight in a Taxicab.

A taxicab containing four men drove down Regent-street and pulled up at the Cafe Royal recently. Two of the men got out, and it was then discovered that the other two were—in the words of a spectator—"fighting like wild cats," and were covered with blood. Both the men were young and well dressed. When the police were called, they had great difficulty in separating them. Eventually they were torn apart and conveyed to Vincent-street Station, where their injuries were dressed.

DAY BY DAY.

ON TEDIOUS TUESDAYS WHEN THINGS LOOK GREY, THERE'S A SUNNY MESSAGE TO CHEER THE WAY: WHEN YOU NEVER THINK AS YOU FACE THE GLOOM, LOOK! A GLOW OF PINK, A BURST OF BLOOM, KEEP SMILING!

The Weather.

Lower level 8 a.m. Temp 83; cloudy.

At the Peak 8 a.m. Temp 75; heavy fog.

The Mails.

Siberian Mail.—Closed per s.s. *Chiyo Maru* at 11 a.m. to-day.

French Mail.—Closed per s.s. *Cordillere* at 11 a.m. to-day.

American Mail.—Closed per s.s. *Aki Maru* at 3 p.m. to-day.

Siberian Mail.—Due per s.s. *Kanchow* to-morrow.

Muzzling Order.

The new dogs muzzling order becomes effective to-morrow.

From London.

The *Miyazaki Maru* arrived in port this morning from London with 1,200 tons of cargo.

Mr. Hallifax Returns.

The Hon. Mr. E. R. Hallifax, Secretary for Chinese Affairs, arrived from Home by the *Miyazaki Maru* to-day.

Strange Behaviour.

The strange behaviour of a European in the neighbourhood of Blake Pier interested many onlookers last evening.

Another Cinematograph.

We have been informed that it is proposed to open another cinematograph in Hongkong in the building adjoining the Police Court.

Langkat Output.

Messrs. Wright and Hornby inform us that the Langkat output for the past seven days is 1,870 tons. The previous week was 1,778 tons.

Dr. Jordan Leaves.

Among those present at Blake Pier, this morning, to wish a pleasant voyage to Dr. and Mrs. Jordan, were Sir Kai Ho-kai and a party of friends.

The Chiyo Maru.

The *Chiyo Maru* delayed sailing to-day until four o'clock in order that a connection might be formed by any passengers by the *Chiyo* who were desirous of travelling by her.

Theft of Brass Pipe.

For the theft of a brass branch pipe at Holt's Wharf, Mr. J. H. Wood sent a Chinese to prison for three months. A further fourteen days were added for the theft of some brass fittings.

German Admiral at Peking.

Vice Admiral Graf von Spon, Commander-in-Chief of the German East Asiatic Squadron, has been on a visit to Peking, and on the 6th inst. he had an audience with President Yuan Shih-kai.

Hippodrome Circus.

There was a fairly good house at the Hippodrome Circus last evening, and the boxes were, for the most part, well filled. The performance was well up to the average, every turn being much applauded. To-morrow there is to be another matinee at 4 p.m.

Hongkong Horticultural Society.

The Annual General Meeting of the Society will be held in the City Hall, on Tuesday, May 26 at 5.15 p.m. The business of the meeting is to receive the Committee's Annual Report and Statement of Accounts and to elect a new Committee for the coming year.

Sir Kai Ho-kai.

Sir Kai Ho-kai in the course of a conversation with the *Telegraph* said that for the past few days he has not been enjoying as good health as might be. He had hoped to get away again, but owing to prevailing circumstances he is afraid he will not be able to enjoy a change until the Autumn.

Kowloon Improvement.

We understand that the Government intends turfing and laying out the plot of ground near the new ferry pier at Kowloon, but that at the moment the details of the scheme have not been decided upon. It will be remembered that the *Telegraph* advocated such a plan in its issue of April 18.

KOWLOON-CANTON RAILWAY.

A New Modern-Type British Locomotive.

The growth of traffic on the British section of the Kowloon-Canton Railway has necessitated the addition to the rolling stock of a new modern-type British-made locomotive, which arrived from Home last week. The new engine is intended for use on the main line, and is being erected at the Railway Works, at Hung-tung under the superintendence of the Loco. Superintendent, Mr. J. D. Lambert, it having arrived here in sections.

Messrs. Kitson and Co., of Airedale Foundry, Leeds, are the makers of the locomotive, which is of the 2-6-4 side-tank type. It is fitted with leading radial truck, six driving wheels coupled, and a trailing four wheeled bogey. The length over all is 43 feet 10.1-2 inches; and its weight in working order is 90.7 tons. The driving wheels are 5 feet 1.1-2 inches diameter and the radial and bogey wheels 3 feet 7 inches. The cylinders are 19 inches in diameter by 26 inch stroke, and are fitted with Walschaert's valve gear. The heating surface is 1,810 square feet and the tractive force 20,603 lbs., at 75 per cent. of the boiler pressure. The locomotive carries 1,900 gallons of water and 3.1-2 tons of coal.

In the matter of gear, one or two experiments are to be tried with this locomotive. It is being fitted with Wakefield mechanical lubricators, which pump oil under pressure to all the bearings and cylinders in the engine, thus doing away with dozens of small oil-boxes. By this arrangement the supply of oil is self-regulated, according to the speed at which the engine is travelling. Another innovation will be the fitting to the front of the locomotive of one of the Fyle National Electric Headlights, of some 25,000 candle power. This light will illumine the track for half a mile ahead, and will be worked by a small turbine and dynamo coupled up to the engine, the light regulating itself. It is expected that this will be of the utmost use on the night trains in typhoon weather, as it will show up, far ahead, any obstructions which may happen to be on the line.

The locomotive, which is expected to carry out her steam trials in about three weeks' time, cost about £4,700.

OBITUARY.

Mr. Edward Henry Jacobs

We regret to record the death of Mr. Edward Henry Jacobs of the Standard Oil Co. which occurred with tragic suddenness at his residence 22 Shauiwan Road, at 6 o'clock this morning. The deceased gentleman had been suffering from malignant malaria but death was primarily due to heart failure.

Originally with the R. G. A. he joined the Ordnance Department and later, leaving that, entered the service of the Standard Oil Co. with whom he served about six years. He married Rosina Florence Gidley who is left a widow with two sons.

Mr. Jacobs, who was 42 years of age, was of a quiet disposition and was possessed of many sterling qualities which endeared him to a large circle of friends to whom his sudden demise will come as a great shock.

The funeral takes place this afternoon, the funeral passing the monument at 5.30 p.m.

MR CAMERON FORBES.

Returns From Shooting Tour In South America.

Mr. W. Cameron Forbes, late Governor-General of the Philippine Islands, according to latest advices received in the Colony from him, has just returned to Boston from an extended shooting tour in South America, winning side.

THE PIRACY QUESTION.

The "Ranner" Nuisance still in Evidence.

The question of permitting runners on board West River steamers is again being freely commented upon in many quarters. It appears that after the Tai On piracy two or three Companies stopped these men from going aboard their boats, but we understand that on Sunday the runners again turned up and this week the steamers are just as they were before the piracy, so far as these individuals are concerned. That they are a source of danger is generally admitted. We are, in fact, told that they visit the villages and surrounding country, hear all the gossip and news, and practically act as the intelligence department to the Pirate Guilds which are said to exist. In the opinion of those who ought to know, these runners are responsible for fully 75 per cent. of the piracy which takes place in local waters, and it would therefore be a wise step if the Government were to approach the Steamship Companies and see if an arrangement cannot be come to whereby these pests will be prohibited from going on the steamers.

From what they hear, these runners know when rich Chinese are likely to return to their villages, and they have a pretty good idea of the amount of money and jewellery they bring with them. They are notorious smugglers, and their real usefulness—tooting for passengers—is now a thing of the past. What is more, there are often as many runners on a steamer as there are bona fide passengers, and they invariably have more baggage; the loss to the Companies in carrying them free of charge is therefore very considerable. In the event of any untoward happening, too, such as a collision, a fire, or a panic from any cause, these men know better than the passengers do where the lifeboats are kept, and in a rush they would certainly see to their own safety before considering that of others. It is satisfactory to hear that the patrol on the River seems to be better than it was, the gunboats lying much closer together than they have hitherto done.

THE TROOPSHIP HARDINGE.

Arrives With Indian Troops for the North.

The troopship *Hardinge* arrived in port this morning from Bombay with Indian troops for the North. She also brought to Hongkong one woman and one child (Hongkong and Singapore Bitt. R. G. A.) and ten bags of mails.

The *Hardinge* has on board the 36th Sikhs for Chingwangtan, in command of Lieut. Col. E. L. Sullivan, who is accompanied by his wife. The other officers and ladies are Major H. G. Mun, Major E. F. Knox and wife, Major de C. Ireland, Capt. H. L. Haughton, Capt. J. B. W. Hay and wife, Capt. J. G. W. Hay, Lieut. A. D. Martin, Lieut. S. des Vaux, Lieut. D. C. Robinson, and Lieut. E. S. Goss, I. M. S. There are also on board Bandmaster J. F. Hayman and wife, 15 Indian officers, 834 N. C. O.'s and men, 47 public followers and 15 private followers, three men of the Government Postal Department and eight N. C. O.'s and men of various corps. Four horses and three dogs are also carried. The troopship left Bombay on May 5 in command of Commander A. Hamilton, and Mr. W. A. M. Lotley is making the round trip on her.

Sir Thomas Lipton Confident.

Sir Thomas Lipton, in a letter received at Boston, expresses supreme confidence that the new challenger which he is building will lift the America Cup. The letter sent from France to Mr. Winfield M. Thomson says:—"I think this time I shall have the best boat I ever crossed the Atlantic with, and I think my chances this year are on the winning side."

HOSPITAL FOR KOWLOON.

A Much-needed Institution Likely to be Provided.

Mention has been made in the *Telegraph* more than once of the desirability of a Hospital for Europeans being provided at Kowloon, and we are glad to say that there is every probability of such an institution being established across the harbour.

Kowloon is a growing place, and its rapid development makes it necessary that it should be provided with the usual concomitants of civilisation. At the present time cases of sickness occur which make it risky to move a patient across the harbour when it is desirable that hospital treatment should be given, and if the proposal mentioned is carried out, a great advantage will be secured.

We hear that the Government has been considering this matter for some time and has practically resolved to provide a hospital. On approaching the Government on the matter this morning we were informed that the authorities have the matter in hand, and are considering the choice of a suitable site. While it is likely that the institution at first will be more in the nature of a cottage hospital, it is realised that provision will have to be made for its eventual extension as the peninsula further develops.

THE DUPLICATE KEY.

Office Boy whose key fitted the Safe.

At the Police Court this morning before Mr. C. D. Mulbourne Capt. Lukhmanoff of the Russian Volunteer Fleet charged a Chinese office boy with the larceny of money, by means of a duplicate key, from the safe in the offices in Hotel Maunsell.

The prisoner pleaded not guilty. Prosecutor in the witness box said that he had been missing five dollar notes for some time past and at first thought that perhaps he had made a mistake. However, to make sure he put some notes out in the safe on a sheet of paper on which he drew a pencil line to show where the edge rested. On returning to the safe the next morning he found that the notes had been disturbed. In all some thirty or forty \$5 bills had been stolen. The Police were communicated with and on searching the boy's luggage it was found that he had a key which fitted the safe exactly. The prosecutor explained to the court that when the prisoner went to the Post Office to obtain letters he took his lunch of keys and so would have the safe key in his possession and have an opportunity of duplicating it.

Dat. Sergt. Clarke said he visited the offices of the prosecutor on receipt of a complaint and found the key in a small tin box in prisoner's luggage. He could find no traces of any money.

The prisoner, who explained that the key opened a box which he had in the country, was sent to prison for six weeks with four hours' strokes.

STOLEN BANGLES.

Woman Robbed with the Aid of a Drug.

This morning in the Police Court, Mr. J. R. Wood had before him a Chinese woman who was charged with stealing bangles from a Chinese woman's wrist with the aid of a stupefying drug. The prisoner admitted that he stole the bangles but said that he did so in order to pay back money to the extent of four hundred dollars, belonging to a firm in the country, which he had gambled away. The articles which he stole were worth five hundred dollars. He was found huddled up in a corner on an outgoing steamer.

The prisoner was sentenced to one year's hard labour, four hours' stocks, and twenty-four strokes of the birch.

CHILDAR PIRACY.

A Brief Spell of Liberty for Prisoners.

The eight men and two women, who were charged with complicity in the piracy of the s.s. Childar, were formally discharged from custody on the charge on which they were held and, as they left the precincts of the court, were re-arrested for extradition proceedings this afternoon.

The business in court did not take a minute.

Mr. Hodgson (to Mr. J. H. Wood, the magistrate):—I ask to withdraw the charge against all of them.

Mr. Wood:—Against the whole lot?

Mr. Hodgson:—Yes.

Mr. Wood (to Mr. Agassiz defending one of the prisoners):—Any objection?

Mr. Agassiz:—No objection, Sir.

Mr. Wood:—Tell them they are discharged.

The court interpreter did so, but the tidings raised no joy on their faces; they accepted it with becoming stolidity and a reluctance to leave the dock.

When they did so, they were free from the dock gate to the steps of the Court House, where without any ceremony they were again taken in charge and marched off to the Police Station.

To-morrow they will again appear in court as defendants to extradition proceedings. It is understood that this step has been taken to expedite and simplify matters.

A BIG SAFE.

Fitted up in the Hongkong and Shanghai Bank.

On Sunday last quite a crowd gathered round the side window of the Hongkong and Shanghai Bank—the window facing the City Hall leading into the accountant's office. Speculation was rife as to what were the contents of a huge packing case with which fifty or sixty coolies were struggling.

It proved to be a safe imported from Chubb and Sons, standing about eight feet high and weighing about six tons. It is fitted with numerous drawers and double doors and is located in the accountant's office. Owing to the immense size of the safe it had to be got in through the window. The Hongkong and Whampoa Dock Company put in the safe.

CANADIAN PACIFIC RAILWAY.

President and the Company's Property.

Sir Thomas Shaughnessy, the president of the Canadian Pacific Railway, who is on his annual tour of inspection, recently opened an immense irrigation dam at Bassano, the largest in the world. Sir Thomas, referring to the slump in Canadian Pacific stock, declared that it was not connected with any lowering of dividends. The property of the company, he added, was just as good as ever.

REDEMPTION OF INTERNAL LOAN OF JAPAN.

Reuter's Agency is informed that, according to a telegram received from the Japanese Minister of Finance, the Japanese Government has decided to redeem, by means of drawing, 10,000,000 Yen of the Five per Cent. Extraordinary Expenditure Loan on May 30. The drawing of the Bonds will take place on May 5.

Medical Officer.

In addition to his other duties, Major J. Dorgan, R.A.M.C., will perform the duties of medical officer to Officers and their families and soldiers' wives and families, during the absence, on leave, of Major McMunn, R.A.M.C., from May 19. Address—Peak Hotel.

SPECIAL CABLES.

(Special Pacific Service to the "Telegraph"—Rouler.)

REDEEMING CANTON NOTES.

FUNDS REMITTED FROM PEKING.

Peking, Received May 18. The Government has already remitted for the redemption of Canton notes \$7,000,000 which was derived from the surplus of the Salt Revenue.

The Quintuple Group has agreed in principle to the transference of an additional \$10,000,000, which was originally intended for the purchase of machinery, for which it is not now needed, to the redemption of Canton notes. It is pointed out that this means a considerable increase in the actual salt revenue because the value of the notes now being received is much below par.

"WHITE WOLF" BRIGANDS.

STILL LOOTING AND KILLING.

Lanehowfu, Received May 18. The "White Wolf" brigands looted Tsinchow on May 4. Many people were killed and wounded. General Man Wo-gen was killed. The brigands left on May 5 for the south. General Yi Chun is pursuing them.

INTERPORT SPORT.

The Coming Cricket and Tennis Matches at Shanghai.

It will be good news to many tennis representatives with the interport cricket to m, says the N. C. Daily News. A letter has been received by Mr. Smith, the secretary of the local tennis association, to the effect that Mr. R. Hancock and Mr. S. B. Green have been chosen, and the forthcoming matches are being looked forward to with keen interest by many Shanghai tennis enthusiasts. Mr. Green will play singles, and there is little doubt that he will prove himself a worthy opponent. He was runner-up this year in the Hongkong championship, meeting Mr. Nesbitt in the final, who won the cup for the third time in succession. Mr. Hancock, who will partner Mr. Green in doubles, is an excellent all round player, and for many years has shown great form in the various competitions in the southern port. The men to meet the Hongkong representatives have not yet been chosen, the selection being left to the tennis association. There will doubtless be many aspirants, and a very probable representative is Mr. Hawks Pott, who, so far as this season's practice goes, is showing great form. Another entry for the tennis league has been received, the Portuguese Tennis Association having signified their intention of competing. This will make eight teams for the league, and a good season is anticipated.

Cricket.

Although the Shanghai interport cricket team has not yet been selected, it is anticipated that a strong side will be chosen. The selection committee consists of Mr. Walker, Captain Barrett and Mr. Potter. The sending of such a strong side from Hongkong will necessitate the utmost caution being exercised in selecting the team, for included in the Hongkong eleven are the best that could have been chosen. Mr. R. Hancock, who will captain the visiting side, Mr. T. E. Pearce, Mr. A. A. Claxton, Mr. R. E. O. Bird, and Lieut. Bagnall are no strangers to interport cricket, and in addition to these stalwarts, there are men who have been doing good work for various teams in the Crown Colony.

As we have already intimated, the Hongkong team is due to leave by the English mail on May 21, and the latest arrangements here are that the matches will be played on the 26th and 27th. A dinner has been arranged in honour of the Hongkong men at the Shanghai Club on the 28th instant, at which it is expected that fifty persons will be present.

GERMAN BANK FUSION.

Disconto Gesellschaft's Acquisition.

Berlin, April 27. Arrangements have practically been concluded by which the Disconto Gesellschaft will absorb the Schaaffhausen Bankverein and with a share capital of £15,000,000 will itself become the largest banking concern in the world. The share capital of the Deutsche Bank is £12,500,000.

The Disconto Gesellschaft will take over the Berlin business of the Schaaffhausen concern and re-construct the latter under its old name at Cologne, with a capital of £5,000,000 and £500,000 of open reserves.

The Schaaffhausen Bankverein was founded in 1848, and is firmly established, especially in Rhenish Westphalia. It paid a dividend of only three per cent. for last year, and negotiations for a working agreement with the Deutsche Bank failed. Its capital is £7,250,000.

The Disconto Gesellschaft appears already to have bought £1,000,000 of Schaaffhausen shares. It will take over the remaining £5,250,000 by exchange for Disconto shares at the rate of five shares to three. This involves an increase of Disconto capital by £3,750,000—total, as already stated, of £15,000,000. The Schaaffhausen Bankverein was the last "provincial" concern which retained an equal footing with the big Berlin banks in all large joint transactions. The shares of both companies were considerably higher in the Bourse to-day. Times Correspondent.

CAPTAIN'S DEATH AT SHANGHAI.

The death took place of Capt. Andrew Alexander Crawford, of the Shanghai General Hospital on the 13th inst., after a long illness. Capt. Crawford, who was a native of Scotland, was 52 years of age, and arrived in China about thirty years ago. After being employed as a clerk in sailing vessels on the China coast, he was appointed to the command of the Chinese gunboat Leeyuen, and held that position until the vessel was lost on the northern coast in 1895. Shortly afterwards he joined the China Merchants' Steam Navigation Company, in whose service he remained until his death yesterday. At the time of the Russo-Japanese war, he was master of the C.M.S. Hsiehho, which was in September, 1905, blown up by a floating mine, 90 miles south of the North-east Promontory, and he was picked up in an exhausted condition after being in the water several hours. Prior to his last illness he was in command of the C.M.S. Feiching. He leaves a widow, resident in Shanghai, to whom the deepest sympathy is extended in her sad loss.

DAIRY FARM NEWS.

BUTTER, BUTTER.

WE HAVE RECEIVED A

NEW SHIPMENT OF

DAISY BUTTER

Absolutely the best table butter in the Colony.

REDEMPTION OF CANTON NOTES.

A Business-Like Offer.

Peking, May 14.

The Chinese Government recently proposed to the Quintuple Group that a portion of the \$2,000,000 of the Reorganization Loan that was set aside for the purposes of the Salt Gabelle, and which hitherto has not been touched, should be lent temporarily to the Kuangtung Government in connexion with a scheme of note redemption.

The bankers at first declined to accede to the request on the ground that it was incompatible with their obligations to bondholders to devote a portion of the loan to an object not exactly specified in the loan agreement. Sir Richard Dane, however, pressed the scheme on the bankers as being calculated indirectly largely to benefit the Salt Administration, the revenue of which in Kuangtung is paid in heavily depreciated notes.

The bankers, it is understood, have now agreed to advance £1,000,000 on condition that the money is employed solely for the redemption of the notes in Kuangtung; that the scheme is administered by a committee composed of three foreigners and three Chinese; and the operation of redemption will be supervised by two foreign and two Chinese cashiers.

Meanwhile it is expected that a Presidential Order will be issued forthwith declaring that these notes are no longer legal tender, and authorizing their exchange for Government notes at a price equal to their average value during the past three months.

Quintuple Loan Reduced.

It is also understood that the Government's proposals to the Quintuple Group for a loan, which were originally for \$25,000,000 then £18,000,000 and finally £15,000,000, will again be modified to provide only £7,500,000 to meet short term loans and redeem outstanding Treasury bills. This modification is due to the increased influx of money from the provinces, and to the fact of the above-mentioned arrangement being made with regard to the Canton note question. The question of a further loan for a general scheme of note redemption throughout the provinces and for currency reform has been postponed for future consideration. N. C. Daily News Correspondent.

The Canton Commission.

Canton, May 13.

Li Sun-ling, Chairman of the Commission to improve the value of paper money, has proposed that the Commission should be dissolved because he alleges that the Commission passed a resolution for the renewal of gambling to increase circulation of notes during his absence from the meeting.

Li Sun-ling was formerly editor of the "Peking Daily News" and came to Canton recently to superintend Government Banks. Reuter to the N. C. Daily News.

Today's Advertisements

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NOTICE

s.s. "POLYNESIE"

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In connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the hazardous and or extra hazardous Godowns of the Hongkong and Kowloon Wharf & Godown Co., Ltd. at Kowloon whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 23rd inst. at Noon will be subject to rent and landing charges.

All claims must be sent in to me on or before the 26th inst. or they will not be recognized. All damaged packages will be examined on the 23rd instant at 10 a.m.

No Fire Insurance has been effected

P. THOMAS.

Hongkong, 17th May, 1914. [574]

For MIKE KOBE AND MOJL.

THE Steamship

"DUNERA"

Captain E. G. M. Dickinson, will be despatched for the above ports, on THURSDAY, the 22nd inst., at 4 p.m.

The Steamer has superior accommodation for passengers, is installed throughout with Electric Light and carries a duly certified doctor.

Return tickets are available by the Indo-China Steam Navigation Co.'s Steamers. Fare for round trip \$120.

For Further Particulars, apply to

DAVID SASSOON & Co., Ltd.

Hongkong, 19th May, 1914. [575]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

From EUROPE, COLOMBO and STRAITS.

THE Company's Steamship

"MIYAZAKI MARU," having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf & Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before NOON, TO-DAY.

Goods not cleared by the 26th May, will be subject to rent. Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.

Hongkong, 19th May, 1914. [576]

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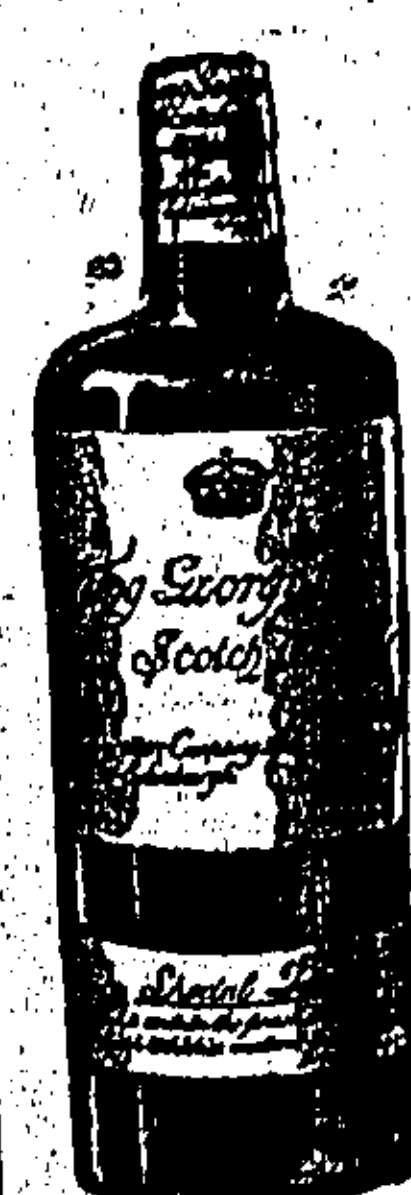
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All Steamers of the Company's Pacific and Atlantic Fleets are equipped with Marconi Wireless apparatus.

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S.S. "Dunera," 5,389 tons, Capt. Dickinson, will be despatched for MIKE, KOBE & MOJI on 22nd May.

WESTWARD.

S.S. "Dilwara," 5,378 tons, Capt. Ramago, R.N.R. will be despatched for SINGAPORE, PENANG & CALCUTTA, on 21st May.

S.S. "C. Apcat," 4,600 tons, Capt. Drake, will be despatched as above on 30th May.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

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Hongkong, May, 18, 1914.

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"	Preussen	8th June
"	Silesia	18th June
"	C. Ferd. Laeisz	3rd July
"	Senegambia	17th July
"	Scandia	27th July
"	Alesia	14th Aug.
Victoria, V'ner, S'ile & P'land (Or.)	Saxonia	10th June
"	Andalusia	31st July
"	Belgravia	8th Sept.
M'les, R'dam, H'burg, A'werp	Brigavilla	28th May
M'les, H're, B'men & H'burg	Altmark	28th May
R'dam, Hamburg & A'werp	Brasilia	4th June
Havre & Hamburg	Furst Bulow	5th June
R'dam, Hamburg & A'werp	Wuerttemberg	19th June
Marseilles & Hamburg	Sudmark	23rd June
Havre, Emden & H'burg	Segovia	4th July
R'dam, H'burg & A'werp	Goldenfels	13th July
Havre, Bremen & Hamburg	Preussen	16th July

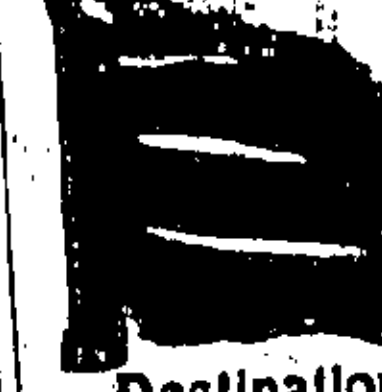
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VICTORIA, B.C., and SEATTLE, via Shanghai, Moji, Kobe, Yokohama, and Yokohama	Aki Maru Capt. Noma Sado Maru Capt. Asikawa	T. 12,500 (TUESDAY, 19th May, at 4 p.m.) T. 12,500 (TUESDAY, 2nd June, at 4 p.m.)
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SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville, and Brisbane	Kumano Maru Capt. K. Sonoda	T. 9,300 (WED, 3rd June, at noon)
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CALCUTTA, via S'ore, Penang & Rangoon	Colombo Maru Capt. Kawashima	T. 5,000 (THURSDAY, 21st May)
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BOMBAY via Singapore and Colombo	Miyazaki Maru Capt. Yamawaki	T. 16,000 (WED, 20th May, at 11 a.m.)
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KOBE & Yokohama	Tango Maru Capt. T. Sekine	T. 13,500 (TUESDAY, 2nd June, at 5 p.m.)
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NAGASAKI, Kobe & Yokohama	Kanagawa Maru Capt. Tozawa	T. 12,500 (FRIDAY, 12nd May)
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For	Steamers.	To Sail.
PAKHOI & HAIPHONG	Sungkiang	20th May at 10 a.m.
MANILA, CEBU & ILOILO	Teian	20th May at 3 p.m.
SHANGHAI	Luchow	21st May at 4 p.m.
SHANGHAI & TSINGTAU	Kanchow	23rd May at night
WEIHAIWEI & TIENSIN	Huichow	24th May at night
MANILA, CEBU & ILOILO	Chinhua	26th May at 4 p.m.
SHANGHAI	Shaohsing	26th May at 4 p.m.

DIRECT SAILING TO WEST RIVER, Twice Weekly.
"S.S. LINTAN" and "S.S. SANUI"

MANILA LINE.—Twin Screw Steamers "Chinhua," "Taming" and "Teian." Excellent saloon accommodation amidships; electric fans fitted; extra staterooms on deck aft on "Taming" & "Teian."
SHANGHAI & TSINGTAU LINE.—The Twin Screw steamers "Anhui," "Chenan," "Shaohsing" and the S.S. "Kanchow" "Liangchow," "Luchow" and "Yuechow" having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The steamers leaving Hongkong on Sundays proceed from Shanghai to Tsingtau, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of the trans-shipment at Woosung.

Reduced Fares.—Single \$45; Return \$75.

For Freight or Passages apply to

BUTTERFIELD & SWIRE.

Telephone No. 36

Hongkong 19th May, 1914.

RUSSIAN VOLUNTEER FLEET.

HONGKONG AGENCY.

Outward Bound.

(Vladivostok via Nagasaki.)

The S.S. Koursk 6,400 R.T., Commander Padalka, is expected to arrive here on or about the 28th day of May.

Homeward Bound.

(Odessa via Ports of call.)

The S.S. Mogilev 6,200 R.T., Commander Kahlan, is expected to arrive here on or about the 6th day of June.

The S.S. Koursk 6,400 R.T., Commander Padalka, is expected to arrive here on or about the 17th day of July.

For Freight, Passage and further particulars, apply to

Capt. LUKHMANOFF, Agent,

Hotel Marlborough, 3rd Floor.

Hongkong, May 14, 1914

Tel. No. 1924

Shipping

HONGKONG
PHILIPPINES.
PHILIPPINES
STEAMSHIP CO

Steamship	T.	Captains.	For	Sailing date.
Zalro	4000	F. S. McMurray	Manila, Mangarin, Cebu and Iloilo.	FRI., 22nd May, 4 p.m.
Rubi	4000	J. Miller	Manila, Mangarin, Cebu and Iloilo.	MON., 1st June, 4 p.m.

Electric light and fans in every cabin; competent stewardesses carried.

Passengers holding round trip tickets may return by any steamer of the Pacific Mail S.S. Co., Toyo Kisen Kaisha, Norddeutscher Lloyd and Eastern and Australian Steamship Co., Ltd.

For Freight or Passage apply to

SHEWAN TOMES & CO.

GENERAL MANAGERS

Hongkong, 14th May, 1914.

JAVA-CHINA-JAPAN
LIJN.

Regular Fortnightly Service between

JAVA, CHINA AND JAPAN.

Steamer	From	Expected on or about	For	Will leave on or about
Tjikini	JAVA	1st half May	JAPAN	1st half May
Tjililong	S'HAJ	1st half May	JAVA	1st half May
Tjipanas	JAVA	1st half May	S'HAJ	2nd half May
Tjiarom	JAPAN	2nd half May	JAVA	2nd half May
Tjimah	JAVA	2nd half May	JAPAN	2nd half May
Tjibodas	JAVA	2nd half May	JAVA	1st half June
Tjilmanoeck	JAVA	1st half June	S'HAJ	1st half June
Tjilatjap	JAVA	1st half June	JAPAN	1st half June

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 1574

York Building.

TOYO KISEN KAISHA

SAN FRANCISCO LINE

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Steamer	Displacement	Leave Hongkong.
Chiyo Maru	22,000 - 21 knots	Tues., 19th May.
Tenyo Maru	22,000 - 21 knots	Tues., 16th June.
Nippon Maru	11,001 - 18 knots	Tues., 23rd
Shinyo Maru	22,003 - 21 knots	Tues., 14th July.

Steamers via Shanghai will be despatched at noon.

Steamers via Manila will be despatched at 10.30 a.m.

First Class to London.....£71.10. Return (6 months) £120.

First Class to New York.....£60. " " £96.10.

" " San Francisco £45. " " £68.

Passengers purchasing Trans-Pacific Return tickets have the option of returning from San Francisco by steamers of the Pacific Mail S.S. Co. or from Vancouver by steamers of the Canadian Pacific Railway Co.

Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSIONARIES etc.

ROUND THE WORLD Tickets issued in Connection with all the Principal Mail lines and the Trans-Siberian Railway.

Passengers may travel by Railway between ports of call in Japan free of charge.

SOUTH AMERICAN LINE.

Via JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, OALLAO, IQUIQUE and VALPARAISO.

Thence by TRANS-ANDRAY ROUTE to BUENOS AIRES.

For Full Particulars as to Passage & Freight, apply to

S. MORIMOTO, Agent.

KING'S BUILDINGS.

Telephone No. 291

THE EASTERN & AUSTRALIAN
STEAMERS CO., LIMITED.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION)

Steamers.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
Empire	2nd May.	29th May, 10 a.m.
St. Albans	23rd May.	18th June.
Eastern	13th June.	10th July.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, French Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

W. B. Livingstone & Co.

Agents

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers.

Electric Light, Excellent Cuisine.

FOR SWATOW, AMOY AND POOCHOW RETURN (Occupying 9 to 10 days.)

Steamships. Captain Leaving.

Haitan.....A. H. Stewart.....TUESDAY, 19th May at 11 a.m.

Haiyang.....A. E. Hodgins.....FRIDAY, 22nd May at 11 a.m.

Haiching.....W. O. Passmore.....TUESDAY, 26th May at 11 a.m.

FOR SWATOW.

Haimun.....J. W. Evans.....WED., 20th May at 3 p.m.

Haimun.....J. W. Evans.....SUNDAY, 24th May at 10 a.m.

Steamers will arrive at and depart from the Co.'s Wharf near Blake Pier.

For Freight and Passage, apply to

Douglas LaPrall & Co.

General Managers

120

LOG BOOK.

New Clyde Bye-laws.

In connection with the recent collision in Astrakhan Channel it is interesting to note that the Clyde Trustees are proposing certain new bye-laws for the navigation of that river. With regard to overtaking vessels, it is intended to enact a new bye-law as follows:—

"When two steamers in the river Clyde within the jurisdiction of the Trustees are proceeding in the same direction with unequal speed, the overtaking steamer shall give one prolonged blast of her whistle as a signal that she desires to pass. The steamer about to be overtaken shall keep as near to her own or starboard side of the channel as safety will permit, in order to leave a clear passage for the overtaking vessel; and the speed of both shall be reduced until the overtaking vessel is past and clear. The vessel being overtaken shall indicate that she is altering her course by giving one short blast. The overtaking vessel, however, shall not attempt to pass until that signal has been given; nor claim nor attempt to pass at a narrow or difficult part of the channel, or when meeting other vessels or obstructions."

The Britannic.

Combination machinery operates the three screw propellers of the new White Star liner Britannic. This arrangement consists of two sets of four-cylinder triple-expansion reciprocating engines driving the wing shafts, and a low pressure turbine of the Parsons type driving the centre shaft. The steam, after passing through the successive cylinders of the reciprocating engines, flows normally into the turbine, and although the pressure at entrance is only about 10lb. absolute, as compared with about 200lb. at the reciprocating engines, the exhaust turbine enables the whole of the energy in the exhaust steam to be utilised before it passes to the condenser. Thus the turbine, notwithstanding the low initial steam pressure, develops about 18,000 horse-power, which is slightly more than the power developed by each of the two reciprocating engines. It is worthy of mention that the turbine is the largest marine exhaust turbine yet made, the weight complete being close upon 500 tons.

There are in the ship twenty-nine boilers, of which five are single-ended, the remainder being double-ended. These are distributed in six boiler rooms. In all there are 150 furnaces. The four funnels rise from the bottom of the ship to a height of 180ft. There is an extensive system of auxiliary machinery throughout the ship, and very complete arrangements have been made in connection with the pumping of the great number of compartments.

New features have been introduced in connection with sanitation on the Britannic. Instead of an enormous number of soil discharge pipes from lavatories, etc., on each side of the ship, the arrangement simulates in each compartment, the conditions applicable to the best town planning system; with the assistance of electric pumps. The hot water system too, has had special consideration, and the arrangement adopted is such that immediately a tap is turned on hot water is obtainable, instead of a large quantity of cold water preceding the flow.

In the principal entrances there are large electric radiators. Electricity, indeed, is very extensively utilised throughout the Britannic, the power station being as great as that in many provincial towns.

An idea of the total generating power in the ship is afforded by the fact that the current, if used entirely for lighting, would be capable of running over 150 lamps of 10 c.p.

For a good solid meal, a la Carte or Table d'Hôte with Wines & Liquors of the Best, ALEXANDRA CAFE.

Shipping

INDO-CHINA STEAM
NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration.)

For	Steamship	On
SHANGHAI	Wosang	Fri. 22nd May at d'light
MANILA	Loongsang	Sat. 23rd May at 2 p.m.
TIENSIN via W'wei	Cheongsang	Sun. 24th May at d'light
SHANGHAI & Tsingtau	Namsang	Sun. 24th May at d'light
SHANGHAI & Tsingtau	Kwongsang	Sun. 24th May at d'light
S'PORE, P'ang & C'outa	Laisang	Tue. 2nd May at 2 p.m.
Kobe & Moji	Yatsing	Wed. 27th May at d'light
MANILA	Yuensang	Sat. 30th May at 2 p.m.

Return Tours to Japan.

The steamers "Kutsang," "Namsang" and "Laisang" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Kongsang," "Kumsang," "Lovat," "Yatsing" and "Yuensang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A fully qualified surgeon is also carried.

Passengers and cargo are fitted throughout with Electric Light.

Taking cargo on Through Bills of Lading to Yangtze

Ports, Chefoo, Tientsin, Dalny, Weihaiwei, Tsingtau.

Taking cargo on Through Bills of Lading to Kudat, Lahad

Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, Apply to **JARDINE, MATHESON & CO., LD.**

Telephone No. 215. General Managers.

THE ROYAL MAIL STEAM
PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

Subject to change without Notice.

"Shire" Line Service.—Home and

For	Steamers	Date of Sailing
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LONDON & ROTTERDAM	Denbighshire	16th June.
LONDON & ANTWERP	Radnorshire	26th June.

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VESSELS LOADING.

EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be De-
M'ssiles via S'gon, S'pore, C'bo,			
Port Said	Cordillero	M. M. Co.	19, May
M'ssiles, L'don A'werp via S'pore etc.	Kaga M.	N. Y. K.	20, May
London, via Usual Ports of Call	India	P. & O.	23, May
M'ssiles, R'dam, H'burg & A'werp	Brigavia	H. A. L.	26, May
London, Hull and Antwerp	Glenturret	S. T. Co.	26, May
N'les, G'oa, A'rs, Lisbon S'ton, &c.	Lutzow	M. & Co.	27, May
M'ssiles, Havre, Bremen & H'burg	Altmark	H. A. L.	28, May
Rotterdam, Hamburg & A'werp	Brasilia	H. A. L.	4, June
Havre & Hamburg	Furst Bulow	H. A. L.	5, June
1'te, Fiume V'ce, via S'pore etc.	Nippon	S. W. Co.	5, June
London & Antwerp etc.	Den-shire	J. M. Co.	16, June
R'dam, Hamburg & Antwerp	Wuertburg	H. A. L.	19, June
Marseilles & Hamburg	Sudmark	H. A. L.	23, June
M'ssiles, R'dam, H'burg & Bremen	Holgoand	M. Co.	M. of June
Marseilles, Rotterdam etc.	Altair	M. Co.	M. of June
Havre, Emden & Hamburg	Sogovia	H. A. L.	4, July
R'dam, Hamburg & Antwerp	Goldofels	H. A. L.	13, July
Havre, Bremen & Hamburg	Preussen	H. A. L.	16, July

NEW YORK, SAN FRANCISCO AND CANADA.

Boston & New York	Kioto	B. L.	25, May
San F'co via Manila & Japan &c.	China	C. P. R.	27, May
V'toria, B.C., & T'ma via S'hai &c.	Panama M.	O. S. K.	27, May
V'toria, V'wer, S'tle & P'land	C'shire	J. M. Co.	28, May
Vancouver &c.	E of India	C. P. R.	28, May
V'toria, V'wer, S'tle, T. & P.	Car'shire	J. M. Co.	28, May
New York via Ports & Suez Canal	Indrani	S. T. Co.	5, June
V'toria, B.C., T'ma via Japan &c.	Seattle M.	O. S. K.	11, June
V'toria, V'wer, S'tle & P'land (Or.)	Saxonia	H. A. L.	10, June
V'coia, V'wer, S'tle & P. (Or.)	Andalusia	H. A. L.	31, July
Vascover via S'hai, Japan etc.	Monteagle	C. P. R.	1, July
V'toria, V'wer, S'tle & P. (Or.)	Belgravia	H. A. L.	8, Sept.

AUSTRALIA.

Fremantle	Suisang	J. M. Co.	28, May
Aust-alia	Empire	G. L. Co.	29, May
Australian Ports via Manila	Kumano M.	N. Y. K.	3, June
Australia	St. Albans	G. L. Co.	19, June
Australia	Eastern	G. L. Co.	10, July

SINGAPORE, COAST PORTS AND JAPAN.

Foochow via Swatow & Amoy	Kaijo M.	O. S. K.	20, May
Kobe and Yokohama	Miyasakim.	N. Y. K.	20, May
Shanghai	Wosang	J. M. Co.	20, May
Pakhoi and Haiphong	Sungkiang	B. & S.	20, May
Shanghai, Kobe and Yokohama	Borkum	M. & Co.	21, May
Shanghai	Danubia	P. & O.	21, May
Bombay via Singapore Colombo	Colombo M.	N. Y. K.	21, May
S'pore, P'ang, & C'outa	Dunera	D. S. Co.	22, May
Manila, Mangarin, Cebu & Iloilo	Zafiro	S. T. & Co.	22, May
Kobe and Yokohama	Kanagawa M.	N. Y. K.	22, May
Tientsin via Weihaiwei	Cheongsang	J. M. Co.	22, May
Canton	Sosho M.	O. S. K.	22, May
S'hai, Miike, Kobe and Moji	Dunera	O. S. K.	22, May
Singapore, Penang and Calcutta	Laisang	J. M. Co.	23, May
Tamsui via Swatow and Amoy	Daijin Maru	O. S. K.	24, May
Shanghai	Waishing	J. M. Co.	24, May
Singapore, Batavia, Cheribon, etc.	Hokuto M.	D. & Co.	25, May
Kobe	Coblentz	M. Co.	26, May
Manila, Cebu & Iloilo	Chinliva	B. & S.	26, May
Kobe and Moji	Yatsing	J. M. Co.	27, May
Anping, Takao via S'tow & Amoy	Sosho Maru	O. S. K.	27, May
Shanghai, Kobe and Yokohama	Segovia	H. A. L.	28, May
S'hai, Tsingtau, Kobe & Y'hama	Goeben	M. & Co.	28, May
Kobe via Shanghai, Yokohama	E. F. Fand	S. W. Co.	30, May
Tamsui via Swatow & Amoy	Daigi Maru	O. S. K.	31, May
Shanghai, Kobe & Y'hama	V. Ciotat	M. M. Co.	31, May
Manila, Mangarin, Cebu & Iloilo	Nabara	P. & O.	End May
Shanghai	Africa	S. W. Co.	1, June
Nagasaki, Kobe and Yokohama	Tango M.	N. Y. K.	2, June
Bombay via Singapore etc.	Luzon M.	O. S. K.	5, June
Shanghai	Africa	S. W. Co.	5, June
Bombay via S'pore etc.	Java M.	O. S. K.	6, June
Shanghai, Kobe and Yokohama	Preussen	H. A. L.	8, June
Moji, Kobe and Yokohama	Banri M.	D. & Co.	10, June
Kudat and Soudan	Borneo	M. Co.	12, June
Shanghai, Kobe and Yokohama	Silesia	H. A. L.	13, June
Shanghai, Kobe & Yokohama	C. F. Laeisz	H. A. L.	3, July
Shanghai, Kobe and Yokohama	Scandia	H. A. L.	17, July
Shanghai, Kobe and Yokohama	Alesia	H. A. L.	27, July
Shanghai, Kobe and Yokohama	Tibodas	J.C.J. L.	Q. desp.
Batavia, Cheribon, Samarang, &c.	Tijlataj	J.C.J. L.	Q. desp.
Japan	Tijlataj	J.C.J. L.	Q. desp.
Shanghai	Tijlataj	J.C.J. L.	Q. desp.
Batavia, Cheribon, Samarang, &c.	Tijlataj	J.C.J. L.	Q. desp.
Batavia, Cheribon, Samarang, &c.	Tijlataj	J.C.J. L.	Q. desp.
Shanghai	Tijlataj	J.C.J. L.	Q. desp.

MOVEMENTS OF
STEAMERS.VESSELS ADVERTISED TO
DEPART TO-MORROW.

For.	Vessels.
Ceylon	Kaga Maru
Haiphong	Sungkiang
Japan	Miyasaki Maru
Swatow	Haimun
Foochow	Kaijo Maru
Philippine Is.	Tean
Sandakan	Rajah

VESSELS ADVERTISED TO
ARRIVE TO-MORROW.

From.	Vessel.
Shanghai	Kanchow

CANADIAN MAIL.

The C. P. R. s.s. EMPRESS OF ASIA left Vancouver on the 14th May.

The C. P. R. s.s. EMPRESS OF JAPAN left Yokohama on the 9th May between 2 & 4 p.m.

The C. P. R. s.s. EMPRESS OF INDIA left Nagasaki on the 17th inst. at 5 p.m. and was due to arrive at Shanghai on the 19th inst. at 5 a.m.

The C. P. R. s.s. EMPRESS OF RUSSIA left Nagasaki on the 18th inst. at 7 a.m. and was due to arrive at Kobe on the 19th inst. at 5 a.m.

AMERICAN MAIL.

The P. M. s.s. CHINA sailed from Yokohama for Hongkong on the 8th inst. at noon, via Manila.

AUSTRALIAN MAIL.

The I. G. M. s.s. COBLENZ left Sydney on the 2nd inst. at 2 p.m. and may be expected here on or about the 24th inst.

The E. & A. s.s. ST. ALBANS from Sydney left Port Darwin for this port via Timor and Manila on the 11th inst. and may be expected to arrive here on or about the 23rd inst.

The A. O. Line s.s. CHANGSHA left Sydney on the 5th inst. for Hongkong via Queensland ports, Darwin, Zamboanga and Manila and may be expected to arrive here on or about 28th May.

GERMAN MAIL.

The I. G. M. s.s. PRINZ SIGISMUND which left here on the 18th April, arrived at Sydney on the 16th inst. at 4 p.m.

The I. G. M. s.s. PRINZ LUDWIG which left here on the 14th inst. at night arrived at Shanghai on the 17th inst. at 6 p.m.

The I. G. M. s.s. GOEBEN carrying the German Mail with dates from Berlin of the 29th April, left Colombo on the 17th inst. a.m. and may be expected here on or about the 28th inst.

ENGLISH MAIL.

The P. & O. s.s. DEVANHA left Singapore for this port on the 16th inst. at 11.30 a.m. with the outward English Mail, and is due here on the 21st inst. at about 8 a.m.

The N. Y. K. s.s. AKI MARU (American Line) left Yokohama for this port on the 16th inst.

The N. Y. K. s.s. KITANO MARU (European Line) left London for this port via ports on the 25th Apr. and is expected here on the 3rd June.

The N. Y. K. s.s. TANGO MARU (Australian Line) left Sydney for this port via ports on the 13th June, and is expected here on the 1st June.

The N. Y. K. s.s. COLOMBO MARU (Bombay Line) left Moji for this port on the 16th inst. and is expected here on the 21st inst.

The N. Y. K. s.s. MIYAZAKI MARU (European Line) left Singapore for this port on the 14th inst. and is expected here on the 19th inst.

The N. Y. K. s.s. SADO MARU (American Line) left Kobe for this port via ports on the 15th May, and is expected here on the 24th May.

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Haitan, Br. s.s. 1,163, A. S. Stewart, 17th inst.—Swatow, 16th inst. Gen.—D. L. & Co.

Hue, Fr. s.s. 711, A. Cornelissen, 17th inst.—K. C. Wan, 16th inst. Gen.—K

